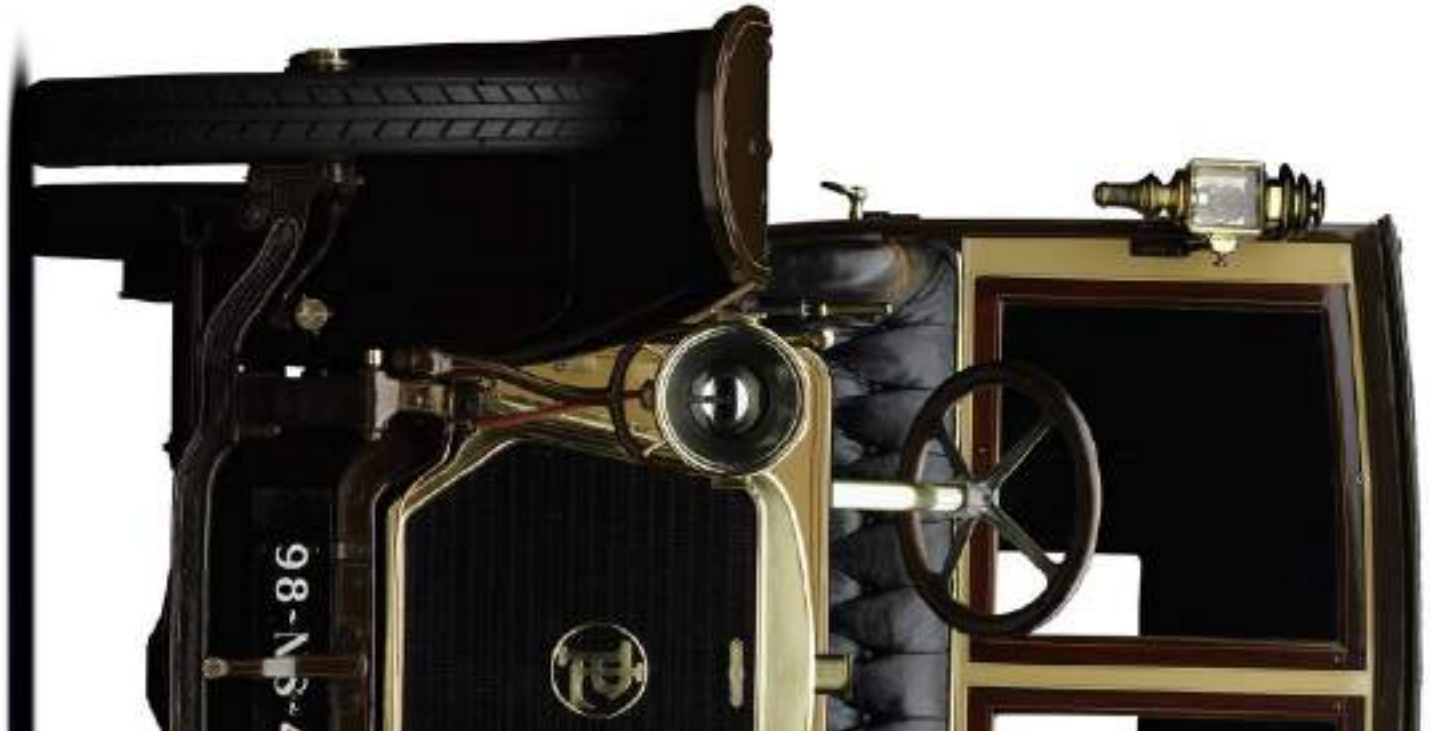
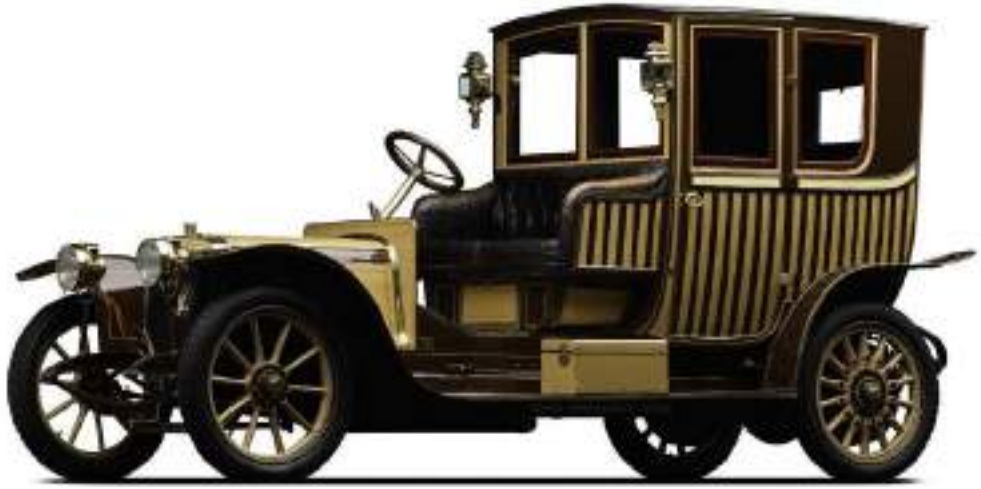
PANHARD ET LEVASSOR X17

Sedanca de Ville 1911





An Early Adapter

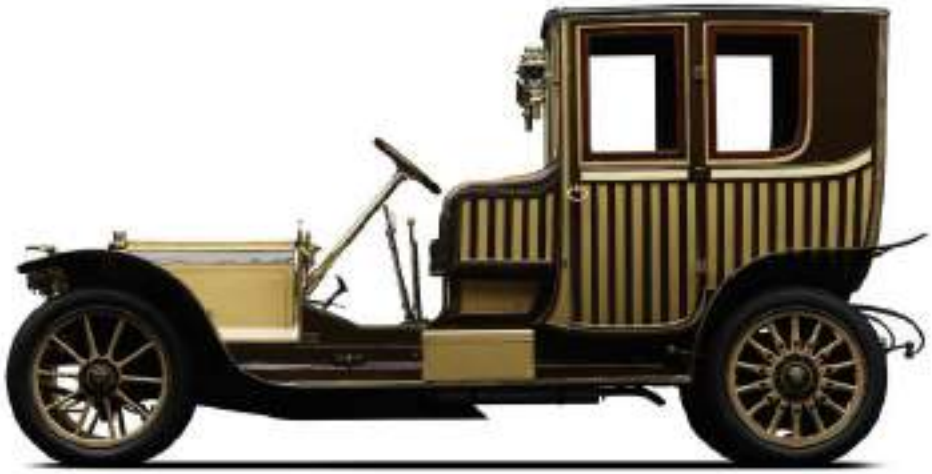
Panhard et Levassor created vehicles that were dependable and innovative, while they worked with coachbuilders to create bodies that were visually reminiscent of carriages with features like an open driver's seat and paneled body.
Inventors of the modern transmission, Louis-René Panhard and Emile Levassor introduced a sliding gear manual transmission in 1894. This technology evolved into the traditional drivetrain layout that has become a standard feature in most automobiles produced in the second half of the twentieth century.

This layout featured a front engine with the crankshaft aligned longitudinally with the chassis and a gearbox behind that transmitted its power to the rear wheels via a chain drive. The chain drive was modified to a shaft drive by Renault, but the overall layout was Panhard's.

The X17 was introduced in 1911 and production continued until 1915. This model featured the Knight sleeve valve engine licensed by Panhard just one year earlier. This double sleeve configuration used connecting rods to actuate sleeves

covering and uncovering the inlet and exhaust ports on the valves. Panhard used this silent and reliable form of valve gear as the basis for all their models up until 1939.

Chassis 23685 features three-quarter elliptic leaf springs consisting of two semi-elliptic sets, one inverted on top of the other in both the front and rear, to provide a truly comfortable ride (See in Spec Overview, the rear leaf springs are not full). The driver's instruments include a speedometer that records up to 80 kilometers per hour, a trip and total distance odometer and a switch to send acetylene to the headlamps. There is no fuel gauge.



PROFILE

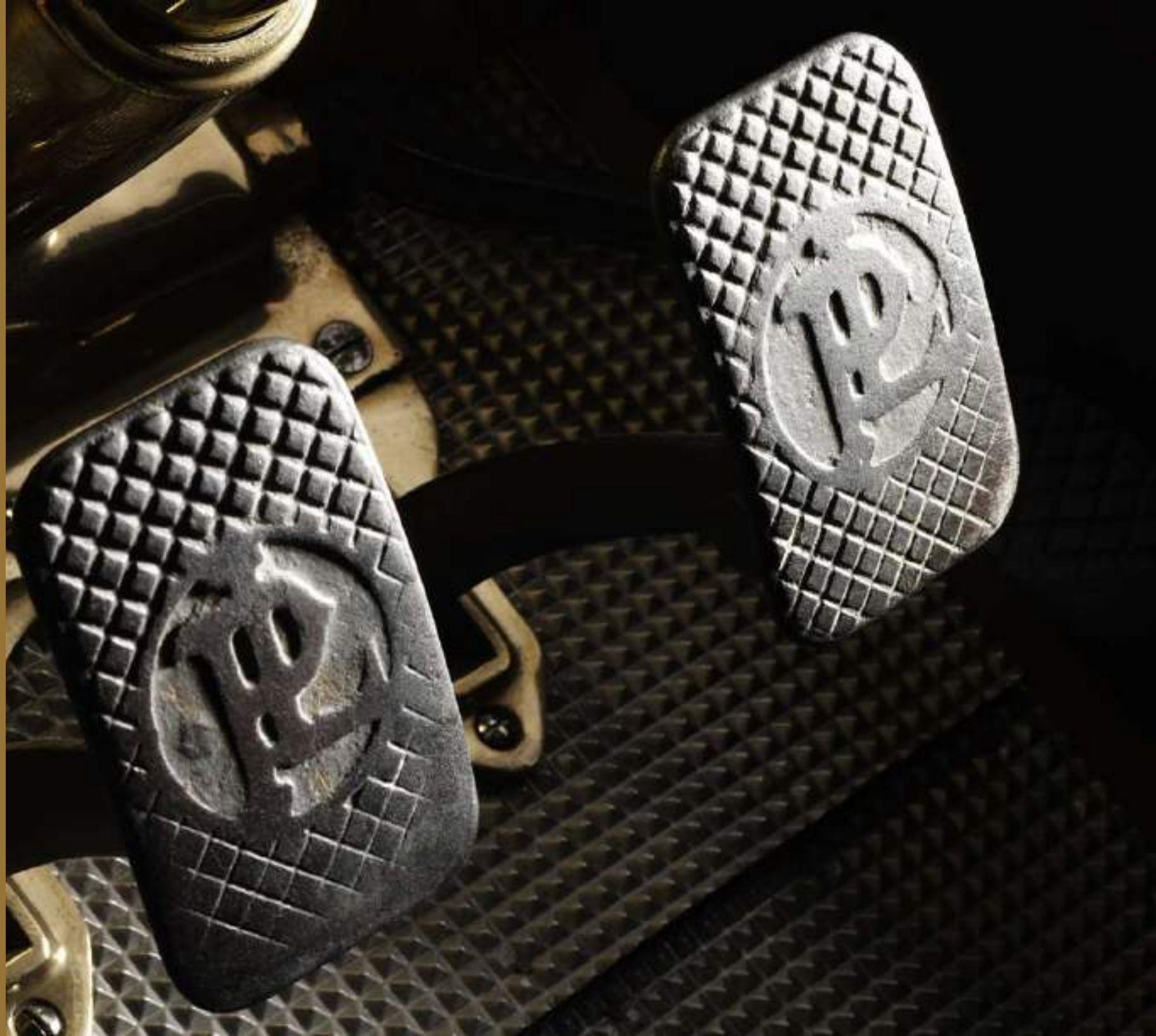
Coachbuilder	Henri Binder
Chassis number	23685
Acceleration	0
Top Speed	unavailable

BODY | CHASSIS

Chassis features	Rear Drive Shaft Configuration
Rear brakes type	Internal Expanding Rear Drum Brakes
Front suspension type	Semi-Elliptic Leaf Springs
Rear suspension type	Three-Quarter Elliptic Leaf Springs

ENGINE

Engine number	23685
Number of cylinders	4
Engine layout	Four-Cylinder F-Head Monobloc
Displacement	0
Fuel feed system	Single Side Draft Zenith Carburetor
Engine capacity & output	unavailable
Gearbox	Four-Speed Manual Gearbox
Number of gears	4
Overdrive	0



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